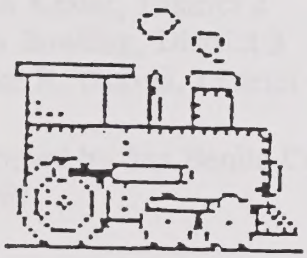
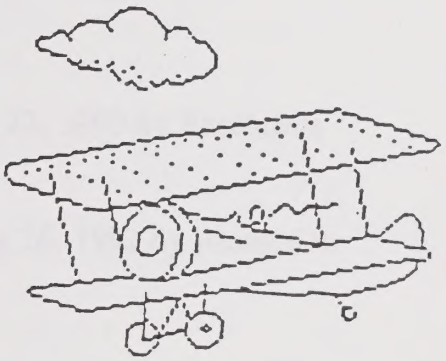
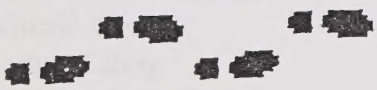
SAN BENITO COUNTY
TRANSPORTATION ELEMENT

1990







Amended May 26, 1992 Resolution 92-59

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SAN BENITO COUNTY
TRANSPORTATION ELEMENT

SAN BENITO COUNTY BOARD OF SUPERVISORS

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Adopted by San Benito County Board of Supervisors on May 22, 1990 by Resolution 90-62

Amended by San Benito County Board of Supervisors on May 26, 1992 by Resolution 92-59

SAN BENITO COUNTY PLANNING COMMISSION

Jack Kent, Chairman
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Approved by the San Benito County Planning Commission on April 18, 1990 by Resolution 90-08

SAN BENITO COUNTY PLANNING DEPARTMENT STAFF

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LEGISLATIVE INTENT

California Government Code Section 65302(b)

"A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

OVERVIEW

San Benito County is served by Federal and State Highways and County roads, Southern Pacific Railroad, two public and one private airports, a heliport-port, and public transit. This transportation system, as described in the Circulation Element and when considered in conjunction with the Land Use Element, is a major component of the General Plan. Considered by itself, transportation is generally concerned with moving people and goods in the most efficient manner. The transportation system, however, must not be considered in isolation. Transportation routes have a great impact on the use of adjacent land and in turn land use can have a great effect on transportation systems. Therefore, it is imperative to correlate San Benito County's land use activities with the capabilities of its transportation system.

Four factors have contributed to the need to update the Transportation Element of the San Benito County General Plan. First, growth in the incorporated and unincorporated portions of northern San Benito County has created the need to reserve additional rights-of-ways on existing arterials and collectors. Second, the citizens of San Benito County approved the Measure A sales tax initiative in 1988 to help finance road improvements on road systems serving and linking the Cities of Hollister and San Juan Bautista. The Measure A improvements relevant to San Benito County need to be incorporated into this Transportation Element . Third, the Transportation Element must be consistent with the 1988 San Benito County Regional Transportation Plan and visa-versa. Fourth, there is a need to provide alternative modes of transportation (e.g. public transit, rail, bicycle, pedestrian), to serve the diverse needs of the population and encourage reduction in vehicle trips.

This Transportation Element identifies five major categories of roads: Federal and State Highways, County arterials, County collectors, local roads and private roads. Federal and State Highways include such roads as U.S. Route 101 and State Route 25. Figures 1, 2 and 3 illustrate the major categories of roads in the county. Examples of County arterials would be Panoche Road and San Juan Highway. County collectors are identified as roads such as Carr Avenue.

The guiding concept of this Transportation Element is that each road category has its own function. Federal and State Highways are administered by the California

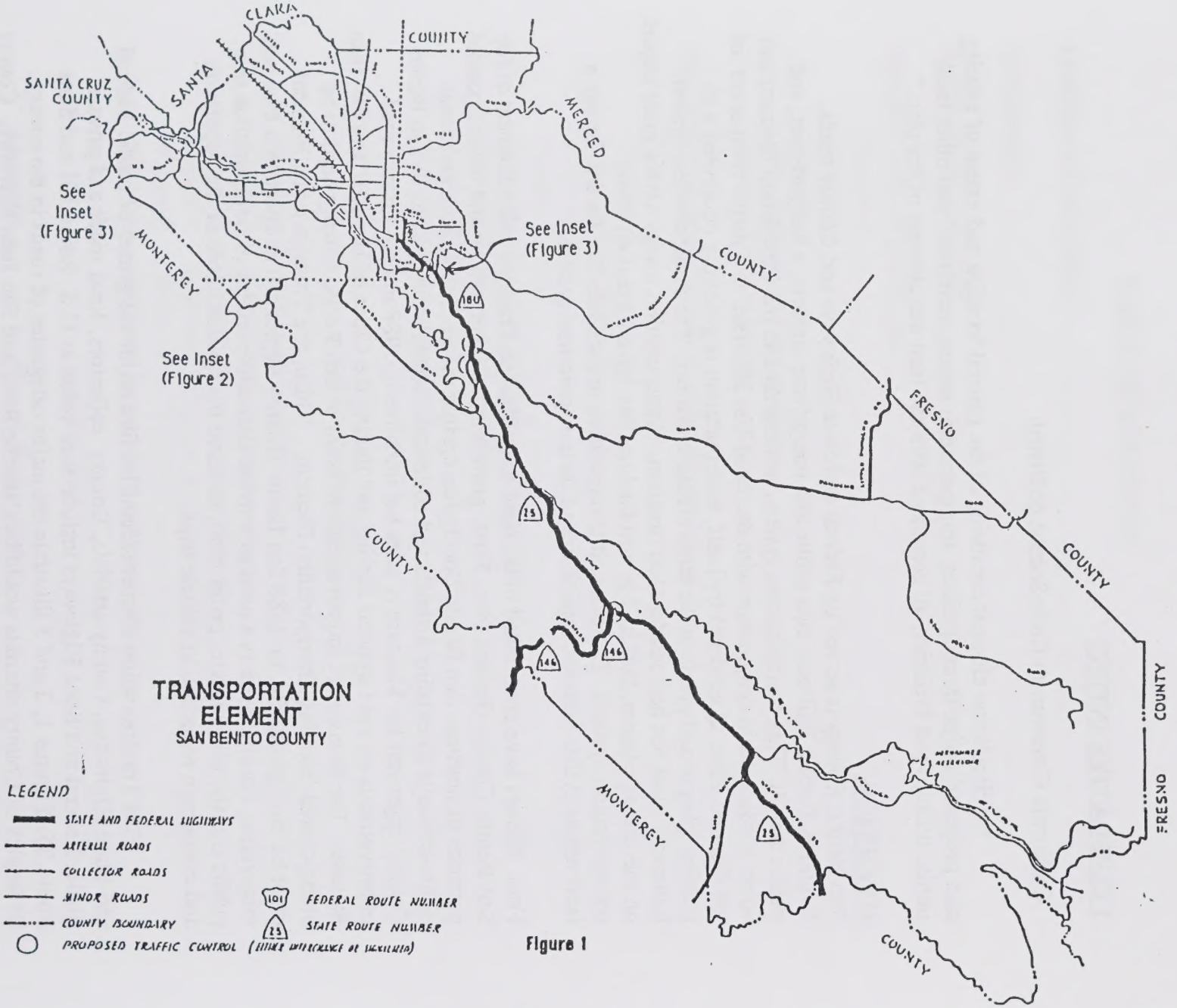
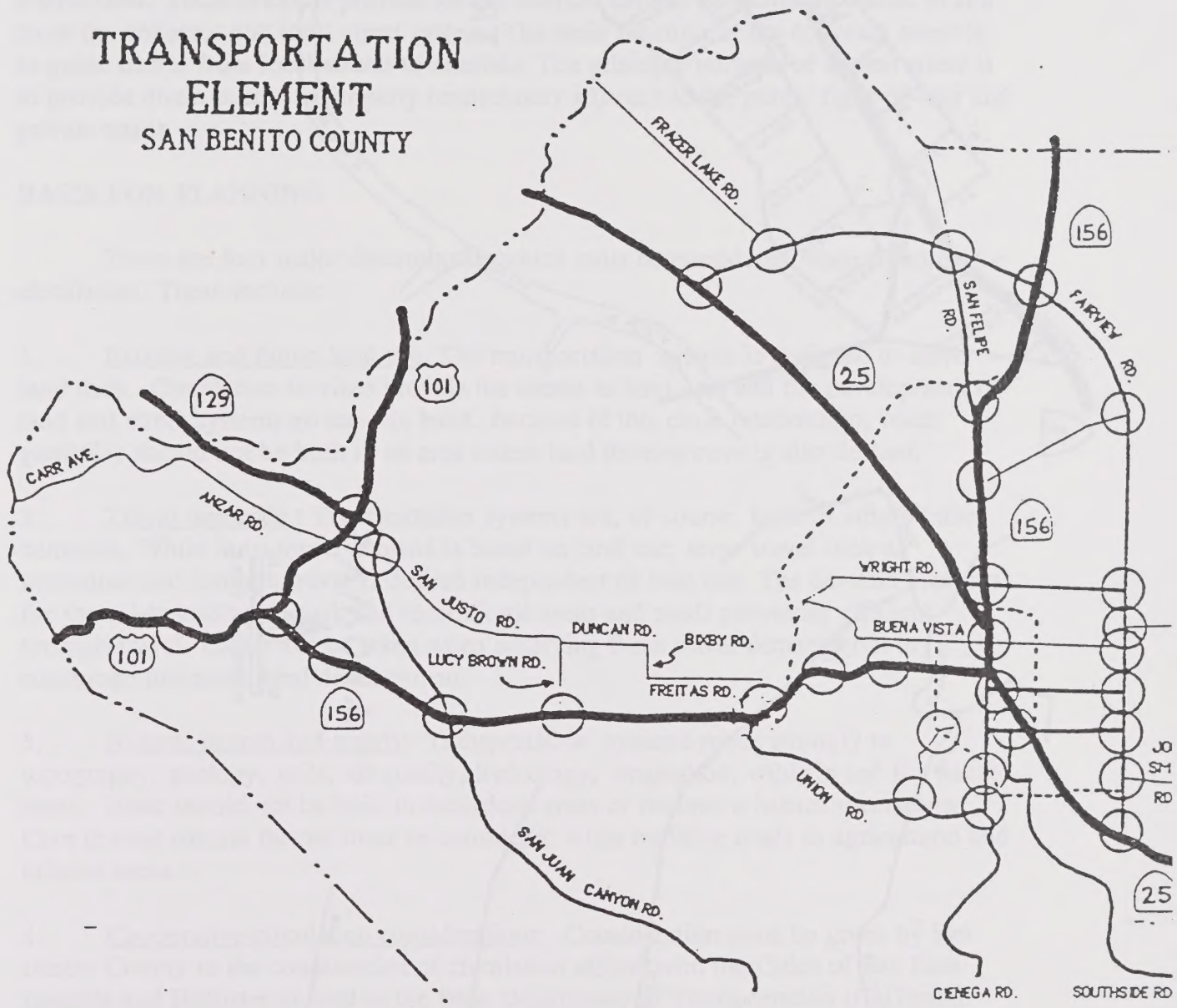

CLARA
COUNTY
SANTA CRUZ COUNTY
SANTA
MERCED
COUNTY
See Inset (Figure 3)
See Inset (Figure 3)
MONTEREY
See Inset (Figure 2)
FRESNO
COUNTY
COUNTY
COUNTY
FRESNO COUNTY
MONTEREY
COUNTY
TRANSPORTATION ELEMENT
SAN BENITO COUNTY
LEGEND
STATE AND FEDERAL HIGHWAYS
ARTERIAL ROADS
COLLECTOR ROADS
MINOR ROADS
COUNTY BOUNDARY
PROPOSED TRAFFIC CONTROL (EITHER INTERSECTION OR SIGNALIZED)
101 FEDERAL ROUTE NUMBER
25 STATE ROUTE NUMBER

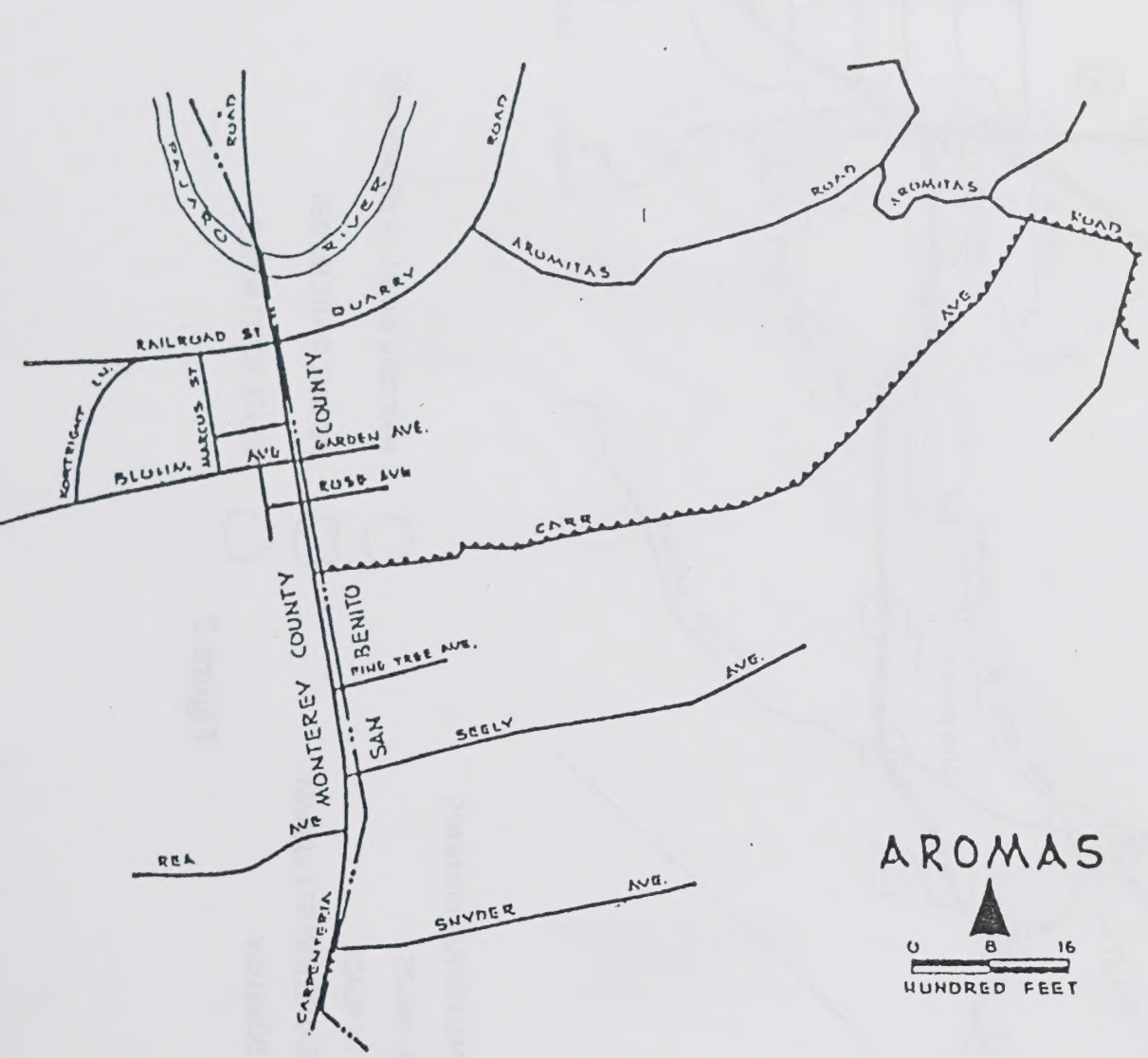
Figure 1

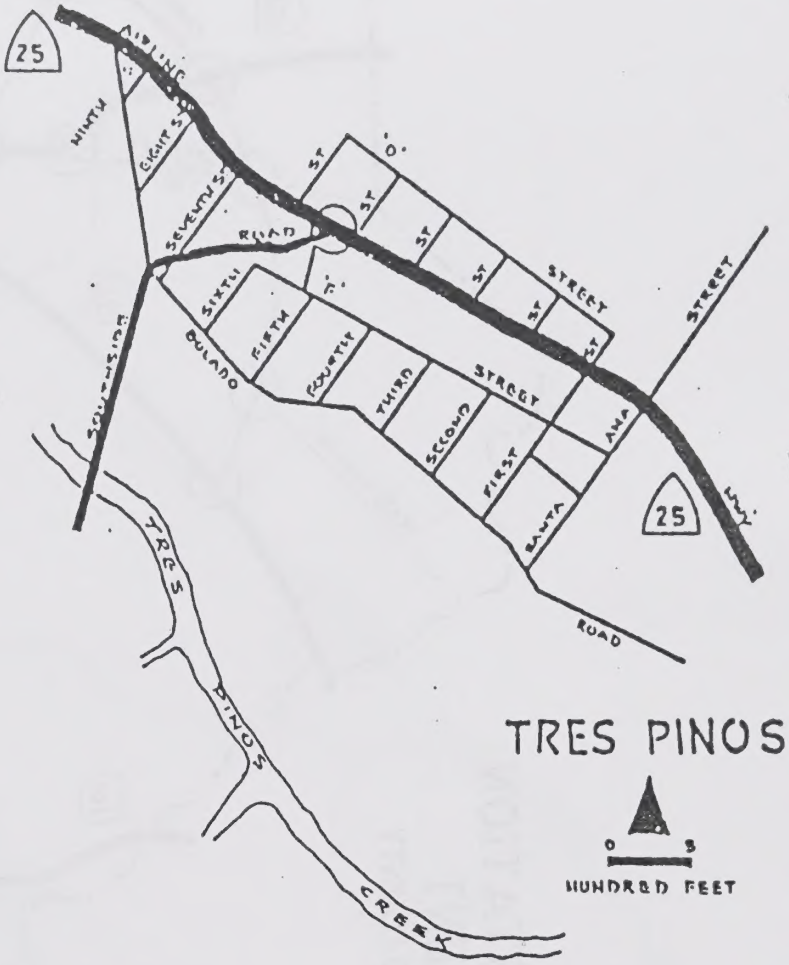
TRANSPORTATION ELEMENT
SAN BENITO COUNTY



- STATE AND FEDERAL HIGHWAYS
- ARTERIAL ROADS
- COLLECTOR ROADS
- PROPOSED FREEWAY OR PARKWAY
- COUNTY BOUNDARY
- PROPOSED SIGNAL OR INTERCHANGE
- FEDERAL ROUTE NUMBER
- STATE ROUTE NUMBER

Figure 2





LEGEND

- STATE AND FEDERAL HIGHWAYS
- ARTERIAL ROADS
- COLLECTOR ROADS
- MINOR ROADS
- COUNTY BOUNDARY
- PROPOSED TRAFFIC CONTROL (EITHER INTERCHANGE OR SIGNALIZED)
- 101 FEDERAL ROUTE NUMBER
- 25 STATE ROUTE NUMBER

FIGURE 3

Department of Transportation (CalTrans) and are to accommodate through-travel and link regional areas. County arterials serve as the principal network for a county-wide traffic flow. These arterials provide for the distribution and collection of traffic to and from the collector and local street system. The main function of the collector street is to guide traffic from local streets to arterials. The principle purpose of a local street is to provide direct access to property immediately adjacent to the public right-of-way and private roads.

BASIS FOR PLANNING

There are four major determinants which must be considered when planning for circulation. These include:

1. Existing and future land use: The transportation system is designed to serve land uses. Circulation services provide the access to land uses and the development of land and street systems go hand-in hand. Because of this close relationship, roads generally should not be built in an area unless land development is also desired.

2. Travel demands : Transportation systems are, of course, built to satisfy travel demands. While most travel demand is based on land use, some travel such as recreation and through-travel is desired independent of land use. The demand accounts for the roads leading to park and recreational areas and roads providing efficient through-travel. Care must be taken when satisfying these travel demands not to encourage unwanted land development.

3. Natural factors and trends: Transportation systems relate strongly to topography, geology, soils, air quality, hydrology, vegetation, wildlife and fire hazard areas. Road should not be built in hazardous areas or become a hazard themselves. Care toward natural factors must be considered when building roads in agricultural and hillside areas.

4. Cooperative circulation considerations: Consideration must be given by San Benito County to the coordination of circulation efforts with the Cities of San Juan Bautista and Hollister as well as the State Department of Transportation (CalTrans). Rapid growth in the San Francisco Bay Area, South Santa Clara County and Monterey Bay Area has also created the need for regional coordination of transportation systems.

TRANSPORTATION PLAN

The Transportation Element Map identifies several categories of roads and highways, airports, bikeways, and, railroads. Important components of the county transportation system not depicted on the Transportation Element Map are public transit, trucking, and pedestrian paths. The Transportation Element Map also identifies right-of-ways that will need to be reserved to implement transportation improvements for Measure A, planned CalTrans projects, and from collection of impacts fees.

A. ROADWAYS

Federal and State Highway: This category refers to the Highways administered by the State. The main function of this road category is to provide for inter-regional movement. State Highways 25, 101, 129 and 156 carry the highest highway traffic loads in the County or serve as major truck routes for the area. Highway 146 provides access to Pinnacles National Monument from Highway 25. A review of the Transportation Plan Map indicates that Highway 152 may be re-aligned through the northern tip of San Benito County and alignment have been adopted to re-align Highway 156 around the Hollister downtown. Planned improvements to State Highways in the 1988 San Benito County Regional Transportation Plan include widening Route 156 from San Juan Bautista (at the Alameda) to the Hollister sewer treatment plant to four lanes, widening Route 25 from the Santa Clara County line to San Felipe Road and from Sunnyslope Road to Paicines to four lanes, and finally widening Route 101 to six lanes where it passes through San Benito County.

Arterials: This category of road is also administered by the County and cities. These roads carry larger volumes of traffic than the nearby streets and may be two to six lanes. The efficient movement of traffic to other major road systems and feeder streets is the primary function of the arterial. Direct access to adjoining property is not a function of an arterial. Examples of this road category include Panoche, Shore and Cienega, Union, Fallon (west of Fairview Road), McCloskey, and Fairview Roads.

Collectors: This category of road is also administered by the County, and cities. These roads have the function of guiding traffic from local streets or rural access roads and channeling it to arterials. Average trip lengths and travel speeds are generally less than on arterial routes. Collector streets may also serve local bus routes. The provision of direct property access is also a function of a collector road. An example of a collector road is Anzar Road in the Aromas area.

Local Streets: Local streets provide direct access to abutting land and access to collectors and arterials. They offer the lowest level of mobility and rarely carry bus routes. Through traffic is discouraged and travel on local roads is generally over short distances.

Private Roads: Many local access roads and streets are privately owned and maintained roads. In order to restrict access to the general public, residents do not want their local streets to become part of the county or city systems. Although the roads are private, in new subdivisions /development the roads must still be constructed to County standards.

B. TRANSIT

Public transportation within San Benito County is furnished by San Trans Transit system, Greyhound Buslines, private taxi, and social service organizations (e.g. Hospice). The transit system is monitored by the Council of San Benito County Governments (COG). The current fleet of nine (9) buses provides service to Hollister, San Juan Bautista, and Tres Pinos areas plus a fixed route to Gavilan Junior College in Gilroy.

C. AIRPORTS

San Benito County presently has two public airports, a private airport, a heliport-port, and numerous private landing strips.

The two public airports in the County are , the Hollister Municipal Airport and Frazier Lake Airpark. The Hollister Municipal Airport is a general aviation airport that is included in the National Airport Systems Plan (NASP). In its operational role, it is classed as General Utility (GU), accommodating all current general aviation aircraft except certain business jets. There are 135 aircraft currently based at the airport with annual operations at 80,000. Current maximum capacity is 300 aircraft. The 1986 Hollister Airport Master Plan has identified future facilities to be built and a time schedule for improvements and funding sources. The Frazier Lake Airpark has one 2,500-foot sod runway. The public facility is privately owned.

The Christensen Ranch Airport is the only private airport in San Benito County. The airport has one 3,000-foot oil treated runway with two based aircraft.

The heliports and helitacks in San Benito County are used primarily for emergency services. A heliport is located near Hazel Hawkins Memorial Hospital in Hollister. The heliport-pad is used to provide life-flight air travel to larger hospitals in the area. There is a heliport at the California Department of Forestry's (CDF) Bear Valley Station and a CDF helitack station in Bitterwater.

There are several private landing strips in San Benito County. These are allowed in agricultural zones and regulated through the use permit process.

D. BIKEWAYS AND PEDESTRIAN PATHS

Bikeways: Most bicycle facilities in unincorporated San Benito County are incorporated into the streets and highways system. The exception is a bike path linking Tres Pinos School to the community of Tres Pinos. A Master Bikeway Plan is currently being developed for the Hollister area that will designate routes that can be used by commuters, recreational riders, students and others for safe, convenient access to major employers, shopping centers and schools throughout the city. (see Figure 4) The San Benito County Council of Governments (COG) will also be preparing a county-wide bike plan.

Pedestrian Paths: The development of facilities for pedestrians has fallen behind in the urbanization of San Benito County, particularly in the unincorporated areas. In all but the most recent subdivisions and developments, walkways sidewalks, and/or curb cuts have not been provided on a regular basis. In an effort to preserve rural character in the developing areas, not enough attention has been paid to convenient travel on foot.

E. COMMODITY MOVEMENT

Railroads: All rail and freight service in San Benito County is provided by Southern Pacific Transportation Company. Rail freight service by the main branch of the railroad tracks in the western portion of the County. This branch services the Granite Rock Wilson quarry and agricultural activities. A 12-mile spur running from Carnadero Creek in Santa Clara County serves two canneries and a paper industry in Hollister.

Trucking: The major portion of goods movement in and through San Benito County is by trucks using public roadways. More than 13% of all vehicle miles traveled in the county is by truck.

Truck routes have been established through downtown Hollister to help free San Benito Street from the substantial number of heavy trucks related to the canning industry and other agricultural activities which must pass through Hollister. Violation of the truck route is punishable by fine and observance of the truck route is actively enforced.

PROPOSED OFF-STREET BIKE LANE: CLASS I

EXISTING OFF-STREET BIKEWAY: CLASS I

PROPOSED ON-STREET BIKEWAY: CLASS II

PROPOSED ON-STREET BIKE LANE: CLASS III

PROPOSED HOLLISTER AREA BIKEWAY PLAN

SOURCE: SAN BENITO COUNTY DRAFT HOLLISTER BIKEWAY PLAN
CITY OF HOLLISTER PARKS AND RECREATION MASTER PLAN

FIGURE 4

TRANSPORTATION GOALS AND OBJECTIVES

GOAL

Develop a safe and efficient Countywide transportation system that will provide an opportunity for a variety of modes of transportation for the diverse segments of the population in the County.

OBJECTIVES

1. Provide for a balanced, safe and efficient transportation system to serve all segments of the County.
2. The existing road patterns should form a continuous network of recognized categories of roads, i.e. Federal and State Highways, arterials, collectors, private roads and local roads.
3. The intensity of road development should correspond to the volume the road carries and the areas through which the road travels.
4. Transportation options should be available where practical to persons without access to an automobile.
5. Non-motorized forms of travel (i.e. horses, bicycles, walking) should be encouraged whenever possible.
6. Coordinate with the San Benito County Council of Governments to implement programs and policies in the San Benito County Regional Transportation Plan, the Measure A projects and Regional Transportation Improvement Program.
7. Coordinate with regional governments for integration of alternative modes of transportation and road systems.

CONSTRUCTION STANDARDS

The road cross sections as given in the Subdivision Ordinance of San Benito County represent the standards with which new development will be measured.

ROADS

POLICY 1

Amend the Transportation Element to include the transportation improvements to be funded by the Measure A sales tax initiative (see Figure 5), improvements identified for San Benito County and CalTrans in the San Benito County 1988 Regional Transportation Plan (see Figure 6), Regional Transportation Improvement Program, and improvements to be funded by impact fees for designated road improvements to benefit areas (see Figure 5).

ACTION

a. Developers and subdividers with property fronting along planned road improvements shall be required to dedicate right-of-way and /or widen planned routes in accordance with the Transportation Element Maps.

b. The County Public Works Department shall work with CalTrans to develop standards for four-lane rural highways, controlled access highways, and six-lane freeways in order to ensure adequate rights-of-way are reserved for these planned improvements on State Highways.

c. A variety of funding sources shall be established including County capital funds as available, building impact fees for designated benefit areas, developer /subdivider improvements, offers of dedication of rights-of-way, assessment /improvement districts, and gas taxes to implement the improvements on the Transportation Element Maps. The timing of such upgrading shall occur when warranted by traffic conditions.

d. For development proposals that would be served by designated bridge improvements in the Regional Transportation Plan and Regional Transportation Improvement Program, developers /subdividers shall contribute funding for the design and widening of the bridges.

e. The County Public Works, and Planning Departments and the Board of Supervisors shall continue to cooperate with the Cities of Hollister and San Juan Bautista and COG to implement the Measure A improvements in a timely manner.

f. All development within the adopted right-of-way for the Highway 156 bypass around downtown Hollister shall comply with the provisions of the Streets and Highways Code Sections 740.4, 740.8 and 741.

1) The Planning Commission shall notify the Department of Transportation of any application for a building permit for a structure that will cost five thousand dollars ($5000.00) or more. A building permit shall not be issued until the Department of Transportation exercises its option to purchase the right-of-way from such applicant.

2) The Building Department may issue permits only for temporary structures costing less than five hundred dollars ($500.00) without a permit from the Department of Transportation.

POLICY 2

The County should support the preparation of a Transportation Master Plan to identify needed improvements to transportation systems in the county.

ACTION

a. Until the Transportation Master Plan is completed, subdividers/ developers along Southside Road (Enterprise Road - Highway 25) or Cienega Road (Hospital Road - Airline Highway) shall finance studies to determine needed spot improvements along the two-lane facilities and provide funding and/or actual improvements to sections of the road.

b. Improvements identified in the Transportation Master Plan shall be incorporated into the San Benito County Transportation Element and the San Benito County Regional Transportation Plan and Regional Transportation Improvement Program.

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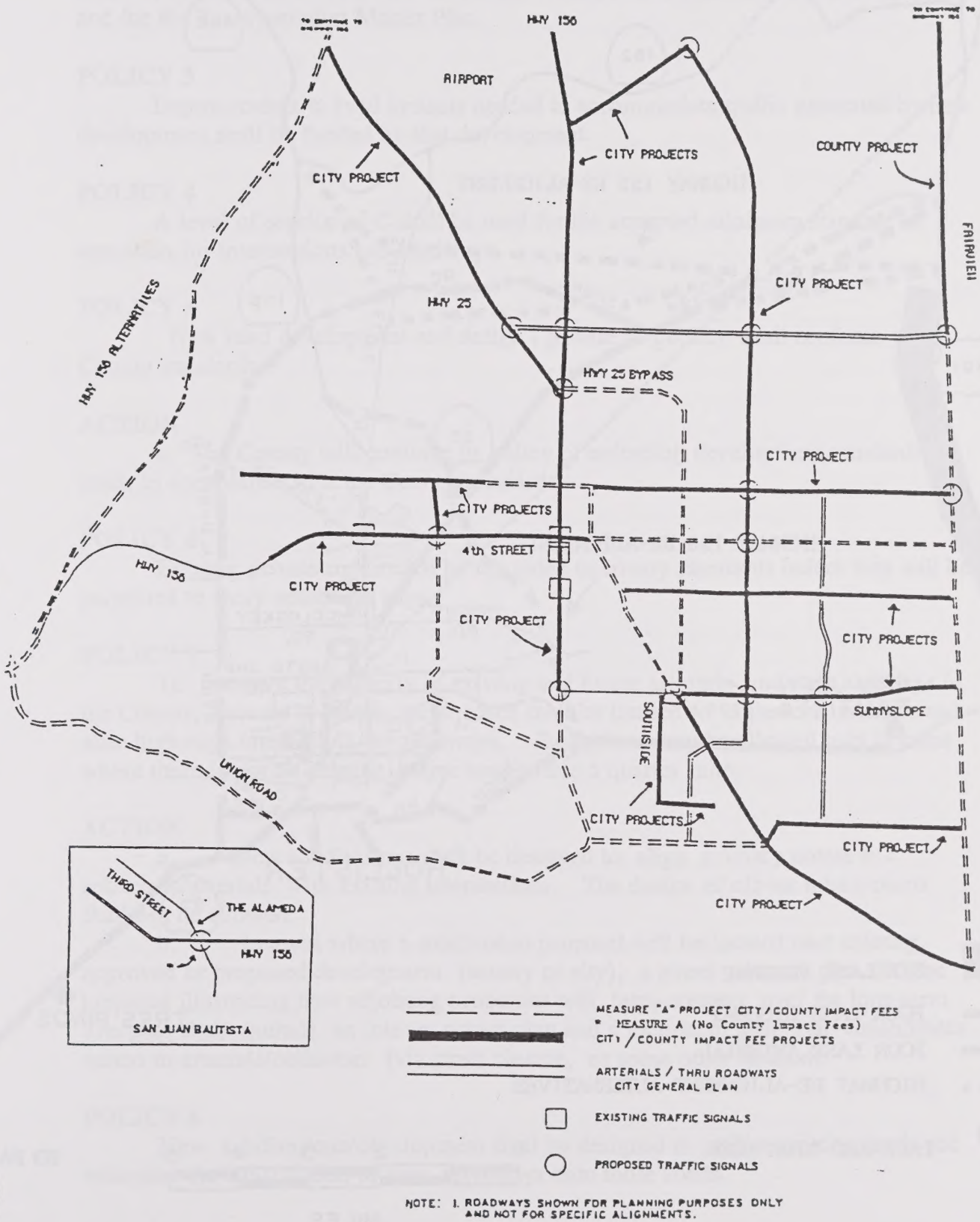
b. Improvements identified in the Transportation Master Plan shall be incorporated into the San Benito County Transportation Element and the San Benito County Regional Transportation Plan and Regional Transportation Improvement Program.

MEASURE "A" PROJECTS
SAN BENITO COUNTY



NOTE: 1. ROADWAYS SHOWN FOR PLANNING PURPOSES ONLY AND NOT FOR SPECIFIC ALIGNMENTS.

Figure 5

REGIONAL TRANSPORTATION PLAN PROJECTS

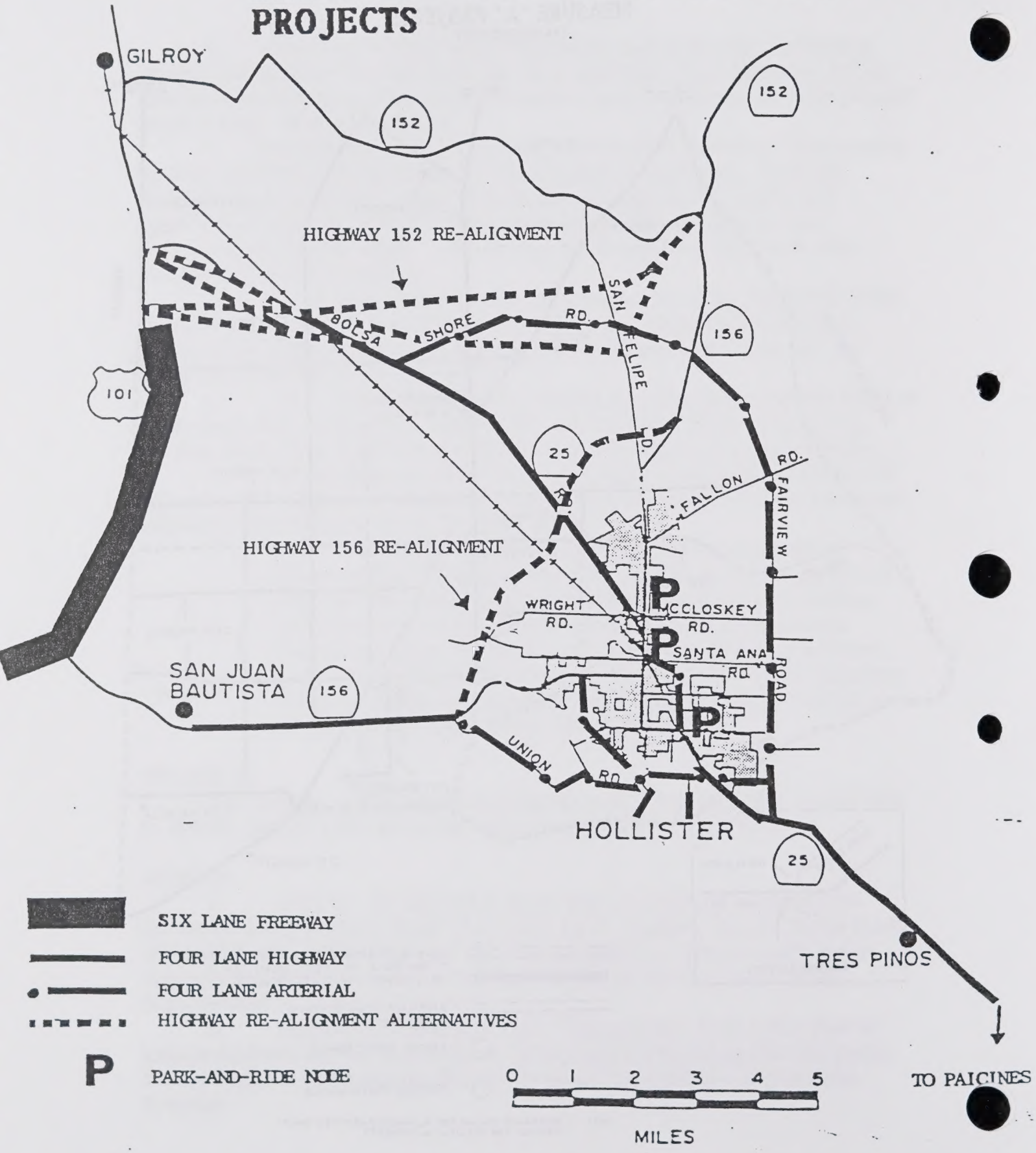


FIGURE 6

c. Funding programs shall be developed for critical intersection and roadway improvements identified before the Transportation Master Plan is completed and for the Transportation Master Plan.

POLICY 3

Improvements to road systems needed to accommodate traffic generated by new development shall be funded by that development.

POLICY 4

A level of service of C shall be used for the accepted minimum standard of operation for intersections and roadways.

POLICY 5

New road development and design (private or public) shall conform to County standards.

ACTION

a. The County will continue its policy of enforcing development standards for roads in accordance with the County standards.

POLICY 6

Existing private roads must be upgraded to county standards before they will be permitted to carry additional trips.

POLICY 7

To preserve the capacity of existing and future arterials and state highways in the County, access to these major roads shall be limited to collectors, arterials and state highways intersecting the roadways. Exceptions may be allowed only in cases where there is not an existing major road within a quarter mile.

ACTION

- a. New subdivisions shall be designed to align primary access to collectors/arterials with existing intersections. The design of off-set intersections shall not be allowed.

b. In areas where a subdivision proposal will be located near existing, approved or proposed development (county or city), a street network plan shall be prepared illustrating how adjoining properties will inter-connect over the long-term. The plan shall include an interim access plan and a long-term plan that consolidates access to arterials/collectors (via street closure, or some other method).

POLICY 8

New subdivisions/development shall be designed to utilize existing roads and minimize the construction of new driveways onto those roads.

POLICY 9

Measures shall be taken to discourage inter-neighborhood and through traffic movement on non-arterial streets through street alignment and intersection design.

POLICY 10

Road and private access road development in hillside areas shall minimize cut and fill and shall follow the natural contours of the land as much as possible.

ACTION

a. Incorporate this concept into the County's Subdivision Ordinance.

b. Driveway access in hillside areas shall be consolidated where possible and limited to areas where adequate sight distance is available for all approaches.

POLICY 11

Road development in hillside areas shall not exceed a 15% grade. Distances of no more than 400 feet would be allowed at grades up to 20%. Grades over 15% must have all weather surfaces such as asphalt or concrete.

ACTION

a. Incorporate this standard into the County's Subdivision Ordinance, all other grade limitations described within this Ordinance shall remain the same.

POLICY 12

Road development shall minimize the extent of building in hazardous areas (e.g. faults, flood plains, landslide areas, fire hazard areas).

ACTION

a. Before the exact alignment of any road is determined, the hazard maps of the Open Space/Conservation Elements shall be consulted to determine if a hazard is present.

b. If a hazard is present within the planned road alignment, the road shall be modified to the extent practicable, to avoid this hazard.

c. The above procedures outlined in Actions "a" and "b" shall be incorporated into the County's Subdivision Ordinance.

d. New roads on hillsides and ridges that are prominent from roadways shall be designed to minimize scarring.

TRANSIT

POLICY 13

The County shall encourage transit activities that are consistent with the COG definitions of unmet needs and that are reasonable to the market.

ACTION

a. The County shall continue to work with its own social service agencies and the Social Services Transportation Advisory Committee, and other service agencies to assure that the level of transit service meets the community needs.

b. Possible funding resources include UMTA Grants, and TDA funds.

POLICY 14

Promote opportunities for shopping, employment, education, health care and recreational through public and/or private transit use.

POLICY 15

New development at urban density shall be required dedicate funding for transit stops and signage and design subdivisions to allow easy access to public transit where service is available.

POLICY 16

All new development proposals/subdivisions shall be consistent with and implement policies regarding Transit in the San Benito County Regional Transportation Plan.

INTEGRATED TRANSPORTATION PLANNING

POLICY 17

The County shall consider working with CalTrans and the State and Federal parks to establish access to recreational areas within the County.

ACTION

a. The County shall communicate with officials of Caltrans, Fremont State Park, Pinnacles National Monument, Hollister Hills State Recreational Vehicle Area, Clearcreek Recreation Area to determine if interest for connecting these recreational areas exists.

b. If interest does exist, the County shall work with officials from these agencies and any affected property owners to develop a feasibility study including how such a system would be administered and funded.

POLICY 18

Improve the performance and safety of County roads through ongoing traffic monitoring and improvement programs.

ACTION

a. The County should continue to support COG annual count program and prepare annual traffic count books.

b. The County should support the development of a computer model through COG and with cities to monitor growth patterns, evaluate the effects of major projects and cumulative development on the transportation network in the northern portion of the County.

c. Traffic accidents should be monitored on county roads to identify needs for improvements to the road systems.

POLICY 19

Improve the efficiency of road networks by increasing the number of occupants per car and promoting alternative modes of transportation.

ACTION

a. The county should cooperate with the cities of Hollister and San Juan Bautista, and Caltrans to establish park-and-ride facilities as needed.

b. Amend the General Plan Transportation Element to include general locations for preferred park-and-ride lots.

c. Support the establishment of van-pools and car-pools to decrease vehicle trips on road systems in the county from commuters and special events.

d. Encourage the use of shuttles/transit to the future extension of light-rail to the City of Gilroy.

POLICY 20

Support the development of mixed land uses to reduce vehicle trips on collectors and arterials.

POLICY 21

The Transportation Element of the General Plan shall be updated as needed to be consistent with the San Benito County Regional Transportation Plan.

POLICY 22

To reduce congestion on roadways linking San Benito County with other population centers, and increase the efficiency of transportation systems, the County shall support the development of a jobs to housing balance program.

BICYCLE/PEDESTRIAN PATHS

POLICY 23

Bicycle use shall be encouraged within the County for commuting and recreational uses.

ACTION

a. The provision of bicycle pathways, in conformance with State standards, shall be encouraged.

b. Provide for secure bicycle parking facilities at transit shelters, private and public facilities, and park-and-ride lots.

c. Map an integrated system of bicycle routes establishing a comprehensive bicycle plan for San Benito County with appropriate standards for major collectors and arterials. Particular attention should be given to linking Tres Pinos, and Ridgemark, to the City of Hollister.

d. Plan, design and construct bikeways consistent with the adopted Bikeway Plan. Priority shall be given to bicycle commuting routes and bike lanes on or adjacent to heavily traveled roads.

e. Require new developments located along the designated Bikeway System to provide the planned bike routes, including rights-of-way dedication and construction.

f. Pursue additional state and federal funding for the Bikeway System.

POLICY 24

Require dedication and construction of walkways for through , safe, pedestrian traffic and internal pedestrian circulation in new large scale developments or within the vicinity of concentrations of population.

ACTION

a. Where school students will be required to walk to school, new development projects shall provide a paved link to the nearest pedestrian facilities.

b. Where students will be bussed to school, new development projects should provide safe bus turn-outs along the collector/arterial serving the subdivision.

c. Pedestrian facilities shall be provided for all major subdivisions of a density of one unit per acre or greater.

d. Paths for bicycle/pedestrian traffic should be provided through cul-de-sacs or loop streets where it will facilitate bicycle and pedestrian travel.

e. Wheel-chair access shall be provided at new intersections for development at urban density.

POLICY 25

Encourage clustered land use to encourage pedestrian and combined pedestrian and transit use.

POLICY 26

Develop a program to provide pedestrian/bike paths linking schools, commercial centers, and recreational areas to communities in the county.

ACTION

a. Support the development of an integrated pedestrian/bike trail system.

POLICY 27

The County shall work cooperatively with the Cities of San Juan Bautista and Hollister and with CalTrans in the planning and development of circulation facilities.

ACTION

a. CalTrans and the Cities of San Juan Bautista and Hollister shall receive a copy of General Plan Amendments so they may have the opportunity to review and comment on the County's proposals.

b. Periodic meetings shall be held with these jurisdictions (at both the public official and staff level) to insure maximum cooperation and compatibility.

c. Applications for development proposals within the right-of-way of any alternative route for the planned Highway 156 re-alignment/bypass and the Highway 152 re-alignment shall be considered incomplete until a route concept is approved for the applicable State Highway.

d. The street network for development proposals within or near the Sphere - of-Influence of the Cities of Hollister or San Juan Bautista shall be built to applicable city standards and must be consistent with the city general plan and development policy.

AIRPORTS

POLICY 28

Prohibit land use activities within unincorporated areas which interfere with the safe operation of aircraft or that would be subject to hazards from the operation of aircraft.

ACTIONS

a. Add airport clear zones to the General Plan Land Use Map and Transportation Maps, and Zoning Maps (see Appendix A).

b. Establish airport clear zones for airports (public or private) that have not developed the zones to date.

c. The land use map shall be amended, where necessary, to avoid potential land use conflicts with airports.

d. Coordinate county land use planning around airports with airport land use planning approved by the Airport Land Use Commission.

POLICY 29

Restrict new development in existing or planned Airport Clear zones, in concurrence with requirements of the FAA and of the cities' operating the facility to land uses such as agriculture, open spaces, parks, and municipal facilities.

POLICY 30

Control the location, development and use of private airstrips and agricultural landing fields..

ACTION

a. New air strips may not intrude upon prime agricultural land.

b. Sites for proposed air strips must be outside of air traffic control zones and a safe distance form existing airports (generally three (3) miles).

c. Sites for proposed air strips must be a reasonable distance from residential areas and compatible with the surrounding neighborhood.

d. The total number of airplanes at any private air strip should be limited to those of the owners.

e. A drainage plan for the air strip must be approved by the Department of Public Works if significant drainage problems are identified.

COMMODITY MOVEMENT

POLICY 31

Protect the potential for future rail transportation through land use policy, and design of new development projects.

ACTION

a. Where appropriate, major industrial and commercial centers shall be located and designed to accommodate future rail support facilities.

b. Encourage commercial, industrial and agricultural developments to utilize railroads for commodity movement.

c. New development proposals that would be required to cross railroad tracks shall be required to include an analysis of potential safety hazards at the railroad crossing . Necessary safety improvements should be installed if the development proposal is approved.

POLICY 32

Require streets and interior circulation systems in new developments to adequately provide for truck delivery and utility services.

POLICY 33

Require adequate loading facilities in developments requiring frequent loading and unloading of goods.

POLICY 34

Adopt as part of regular updates to the General Plan, land use policies and programs which:

a) Increase the potential for movement of goods by rail.

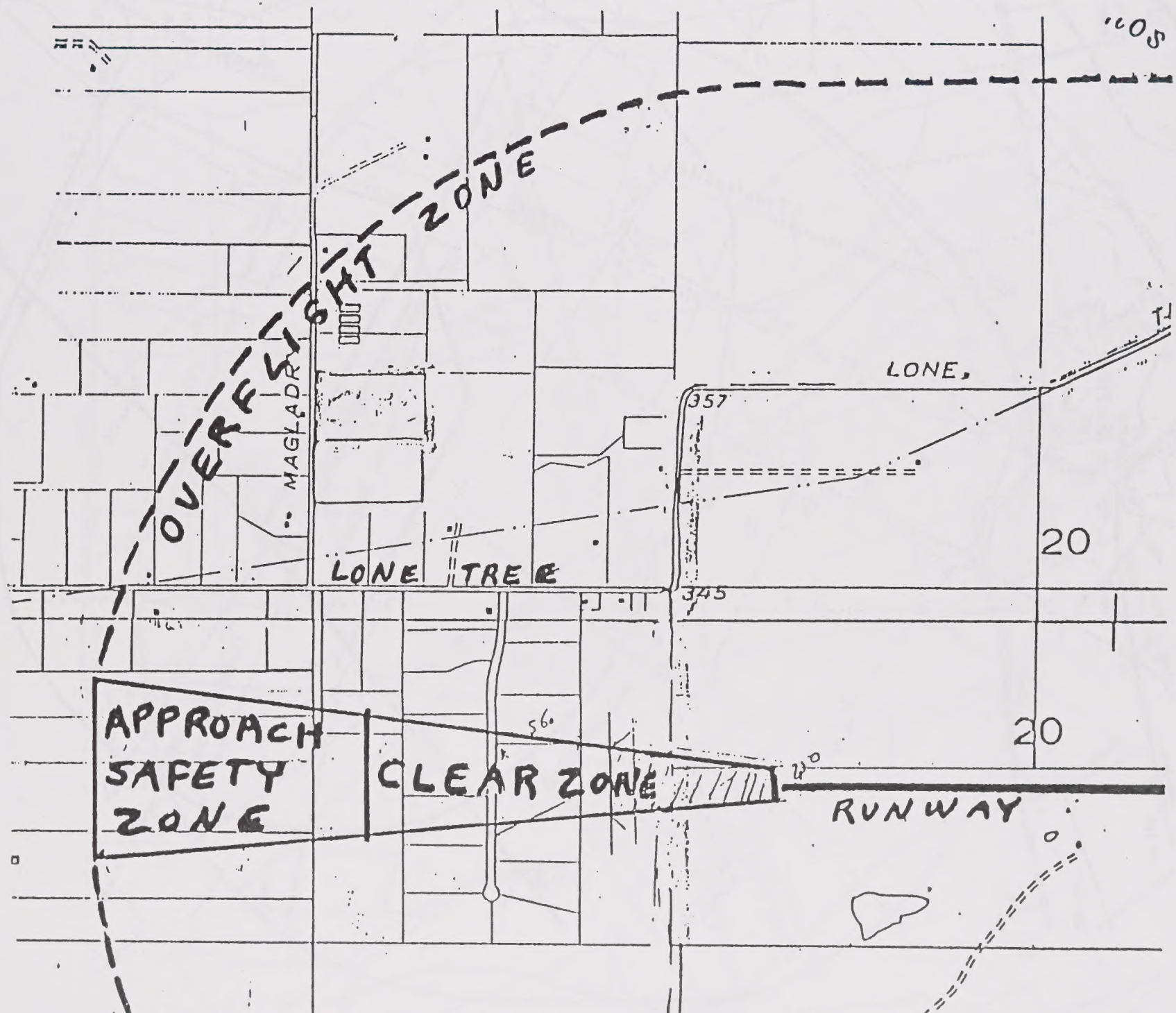
b.) Encourage the use of freight.

c) Provide for major shipping land uses along arterials.

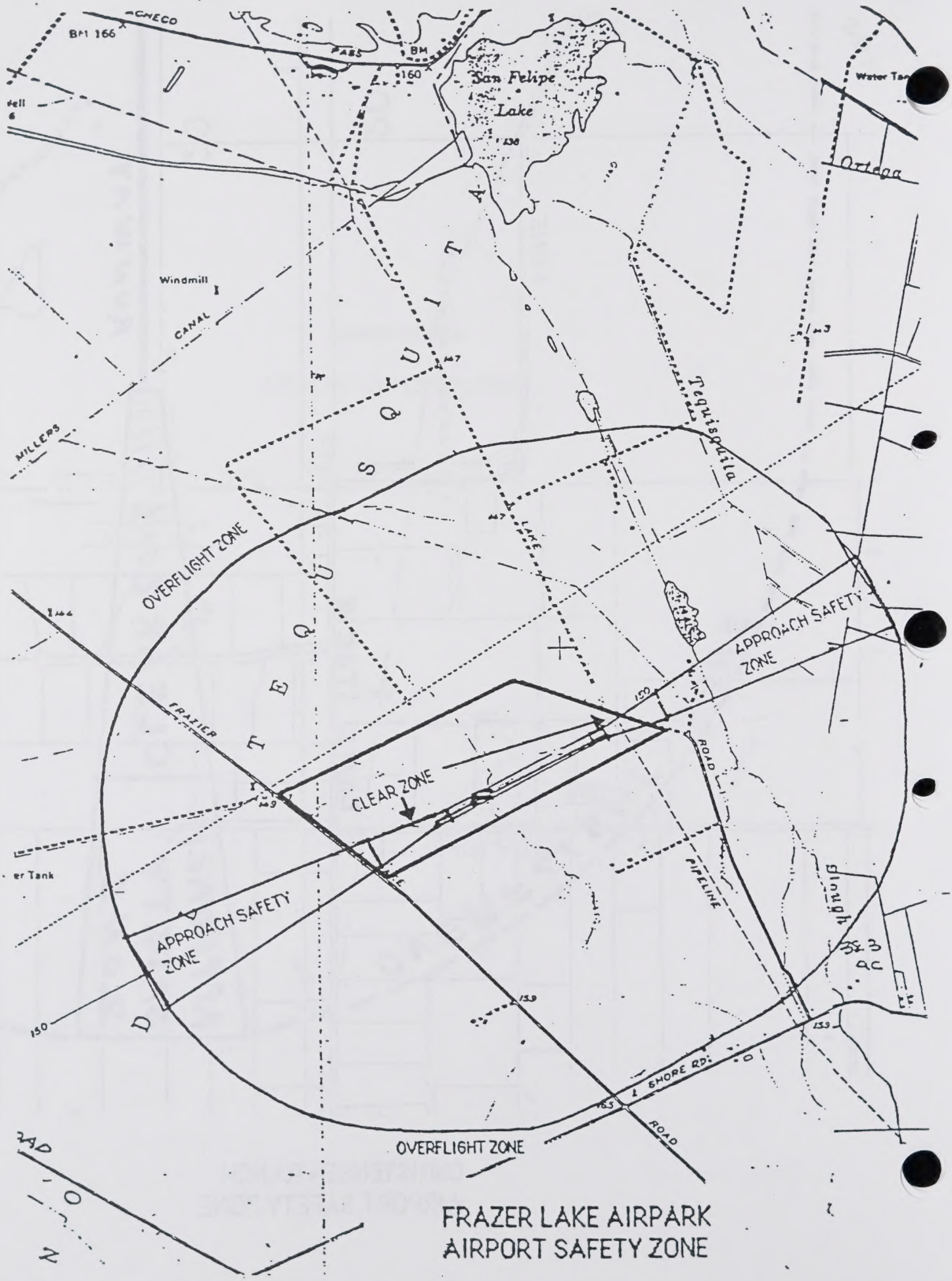
d) Require use of rail for the movement of goods to the maximum extent possible.

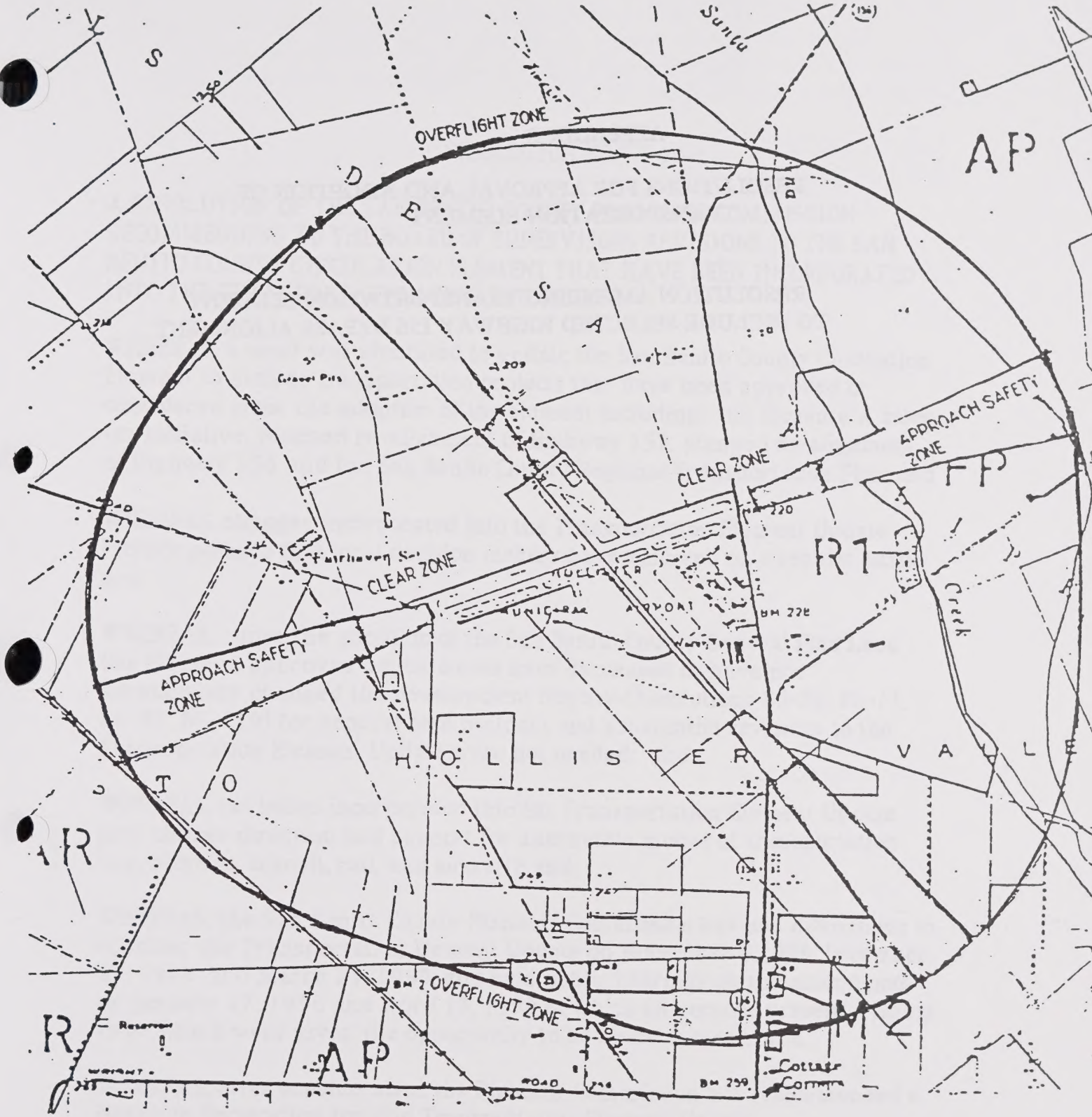
APPENDIX A

AIRPORT SAFETY ZONES



CHRISTENSEN RANCH
AIRPORT SAFETY ZONE


BM 166
PASS
BM
160
San Felipe
Lake
Water Tank
Ortega
Windmill
CANAL
MILLERS
SQUITAQUITAS
Tequisquita
OVERFLIGHT ZONE
LAKE
APPROACH SAFETY ZONE
FRAZIER
TEQUISQUITA
CLEAR ZONE
ROAD
PIPELINE
APPROACH SAFETY ZONE
SHORE RD.
OVERFLIGHT ZONE
ROAD
FRAZER LAKE AIRPARK
AIRPORT SAFETY ZONE



HOLLISTER MUNICIPAL AIRPORT
AIRPORT SAFETY ZONE

APPENDIX B

RESOLUTIONS FOR APPROVAL AND ADOPTION OF TRANSPORTATION ELEMENT

RESOLUTION AMENDING TRANSPORTATION ELEMENT TO INCLUDE SELECTED HIGHWAY 156 BYPASS ALIGNMENT

RESOLUTION NO. 90-8

A RESOLUTION OF THE SAN BENITO COUNTY PLANNING COMMISSION RECOMMENDING TO THE BOARD OF SUPERVISORS REVISIONS TO THE SAN BENITO COUNTY CIRCULATION ELEMENT THAT HAVE BEEN INCORPORATED INTO THE TRANSPORTATION ELEMENT UPDATE

WHEREAS, a need was identified to update the San Benito County Circulation Element to include transportation projects that have been approved or considered since the adoption of the element including: the Measure A sales tax initiative, planned re-alignment of Highway 152, planned re-alignment of Highway 156 and the San Benito County Regional Transportation Plan; and

WHEREAS, changes incorporated into the Transportation Element Update include policies that local decision makers have enforced on a regular basis; and

WHEREAS, since the adoption of the San Benito County General Plan Land Use Element, approved amendments have decreased or have not substantially changed the development density (Resolutions 85-20, 86-11, 86-87, 88-110) for general plan buildout and substantial revisions to the Transportation Element Update were not needed; and

WHEREAS, revisions incorporated into the Transportation Element Update give clearer direction and support for alternative modes of transportation (e.g. bicycles, transit, rail, and aircraft); and

WHEREAS, the San Benito County Planning Commission has had discussions to consider the Transportation Element Update on November 9,1989, December 21, 1989, and March 21, 1990, and held public hearings on the amendment on January 17, 1990 and April 18, 1990 at which all persons present wishing to be heard were given the opportunity to be heard thereon; and

WHEREAS, after consideration the Planning Commission has recommended a Negative Declaration for said Transportation Element Update.

NOW. THEREFORE BE IT RESOLVED by the Planning Commission of the County of San Benito that it does hereby recommend to the Honorable Board of Supervisors the adoption of the Transportation Element Update to the San Benito County General Plan.

PASSED AND ADOPTED BY THE SAN BENITO COUNTY PLANNING COMMISSION ON THIS 18TH DAY OF APRIL 1990 BY THE FOLLOWING VOTE:

AYES: KENT, LIBBY, ROTH

NOES: NONE

ABSENT: SEMINOFF, CONLEY

ATTEST:

Chairman, Planning Commission
County of San Benito

Director of Planning
County of San Benito

RESOLUTION NO. 90-62

A RESOLUTION OF THE SAN BENITO COUNTY BOARD OF SUPERVISORS RECOMMENDING TO THE BOARD OF SUPERVISORS REVISIONS TO THE SAN BENITO COUNTY CIRCULATION ELEMENT THAT HAVE BEEN INCORPORATED INTO THE TRANSPORTATION ELEMENT UPDATE

WHEREAS, a need was identified to update the San Benito County Circulation Element to include transportation projects that have been approved or considered since the adoption of the element including: the Measure A sales tax initiative, planned re-alignment of Highway 152, planned re-alignment of Highway 156 and the San Benito County Regional Transportation Plan; and

WHEREAS, changes incorporated into the Transportation Element Update include policies that local decision makers have enforced on a regular basis; and

WHEREAS, since the adoption of the San Benito County General Plan Land Use Element, approved amendments have decreased or have not substantially changed the development density (Resolutions 85-20, 86-11, 86-87, 88-110) for general plan buildout and substantial revisions to the Transportation Element Update were not needed; and

WHEREAS, revisions incorporated into the Transportation Element Update give clearer direction and support for alternative modes of transportation (e.g. bicycles, transit, rail, and aircraft); and

WHEREAS, the San Benito County Planning Commission has had discussions to consider the Transportation Element Update on November 9,1989, December 21, 1989, and March 21, 1990, and held public hearings on the amendment on January 17, 1990 and April 18, 1990 at which all persons present wishing to be heard were given the opportunity to be heard thereon; and

WHEREAS, after consideration the Board of Supervisors has recommended a Negative Declaration for said Transportation Element Update.

NOW, THEREFORE BE IT RESOLVED by the Board of Supervisors of the County of San Benito recommended revisions to the San Benito County Circulation Element be incorporated and adopted as the Transportation Element Update to the San Benito County General Plan.

PASSED AND ADOPTED BY THE SAN BENITO COUNTY BOARD OF SUPERVISORS ON THIS 22 DAY OF May 1990 BY THE FOLLOWING VOTE:

AYES: M.Graves, Kesler, Bowling, Scagliotti, C. Graves

NOES: None

ABSENT: None

ATTEST:

Clerk of the said Board

Deputy Clerk of the said Board

Chairman, Board of Supervisors
County of San Benito

Director of Planning
County of San Benito

The foregoing document is a true and correct copy of the original on file in this office, and passed by the Board of Supervisors on:

MAY 22 1990

ATTEST: MAY 25 1990

JOHN R. HODGES, County Clerk and ex-officio Clerk of the Board of Supervisors, San Benito County, Calif.

~ Kim M. Flores Deputy

BEFORE THE BOARD OF SUPERVISORS, COUNTY OF SAN BENITO

A RESOLUTION OF SAN BENITO COUNTY BOARD OF SUPERVISORS TO AMEND THE TRANSPORTATION ELEMENT TO INCLUDE THE ADOPTED HIGHWAY 156 BYPASS ALIGNMENT AROUND DOWNTOWN HOLLISTER

RESOLUTION NO. 92-59

WHEREAS, the voters of San Benito County approved the Measure A sales tax initiative to help fund transportation improvements around downtown Hollister including the Highway 156 bypass;

WHEREAS, funding for the Highway 156 bypass will be from sales tax revenues and the State of California;

WHEREAS, the Lead Agency for the Highway 156 bypass project is the California Department of Transportation District 5;

WHEREAS, the California Transportation Commission approved the selected alignment of the Highway 156 bypass (see Attachment B) in Resolution No. E-92-16 on January 27, 1992;

WHEREAS, Section 75.9 of the Streets and Highways Code mandates that each local agency adopt an amendment to the Circulation Element of their General Plans within 90 days after receipt of notice from the State Transportation Commission that a road alignment has been adopted;

WHEREAS, to comply with Sections 75.9, 740.4, 740.6, 740.8, and 741 of the Streets and Highways Code the amendments to the San Benito County Transportation Element listed in Attachments B and C are proposed;

WHEREAS, the amendment to the Transportation Element will be a ministerial action pursuant to Public Resources Code Section 21080 and Section 15300.1 of the CEQA Guidelines.

WHEREAS, the Planning Commission considered the proposed changes and recommended that the Board of Supervisors approve the amendment to the Transportation Element.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors approve the amendment to the Transportation Element as described in Attachments B and C.

THIS 26th DAY OF MAY, 1992 BY THE FOLLOWING VOTE:

AYES: M.Graves, Kesler, C.Graves, Bowling, Scagliotti
NOES: None
ABSENT: None

Richard Scagliotti, Chairman
Board of Supervisors
5/26/92

ATTEST: John R. Hodges
John R. Hodges, Clerk of the Board

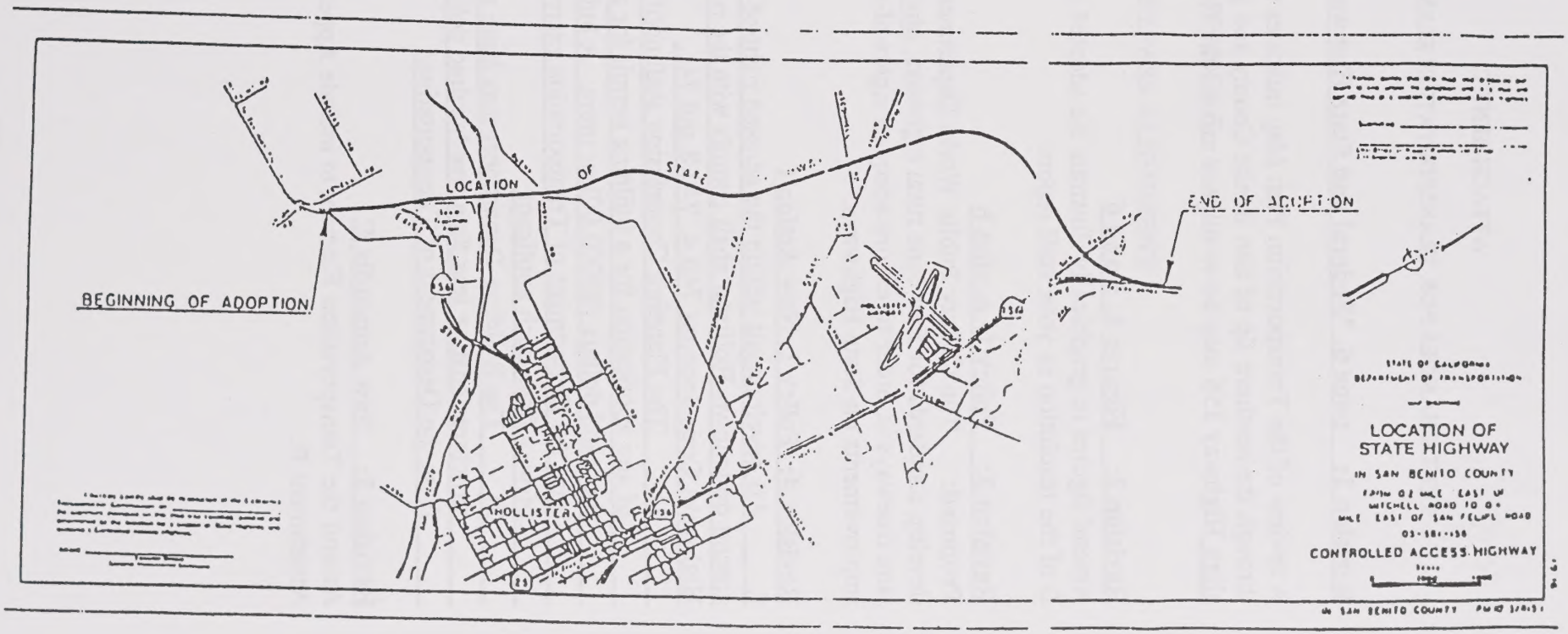
By: Linda Churchill
Deputy 5/26/92

APPROVED TO AS LEGAL FORM

S R Sanders 5/11/92
Steven R. Sanders
County Counsel

ATTACHMENT B

HIGHWAY 156 BYPASS CONTROLLED ACCESS ALIGNMENT



ATTACHMENT C

TEXT CHANGES FOR TRANSPORTATION ELEMENT AMENDMENT

Revision 1: page 6, "Federal and State Highways", sentence 4

A review of the Transportation Plan Map indicates that Highway 152 may be re-aligned through the northern tip of San Benito County and alignment have been adopted to re-align Highway 156 ~~may be re-aligned~~ around the Hollister downtown.

Revision 2: Figures 2, 5 and 6

Amend figures to graphically illustrate the adopted plan-line as depicted in Attachment B of the resolution in your staff report.

Revision 3: Policy 1, Action b

Proposed: The County Public Works Department shall work with CalTrans to develop standards for four-lane rural highways, controlled access highways, and six-lane freeways in order to ensure adequate rights-of-way are reserved for these planned improvements on State Highways.

Revision 4: Policy 1, New Action f

f. All development within the adopted right-of-way for the Highway 156 bypass around downtown Hollister shall comply with the provisions of the Streets and Highways Code Sections 740.4, 740.8 and 741.

1) The Planning Commission shall notify the Department of Transportation of any application for a building permit for a structure that will cost five thousand dollars ($5000.00) or more. A building permit shall not be issued until the Department of Transportation exercises its option to purchase the right-of-way from such applicant.

2) The Building Department may issue permits only for temporary structures costing less than five hundred dollars ($500.00) without a permit from the Department of Transportation.

Revision 5: New Appendix C

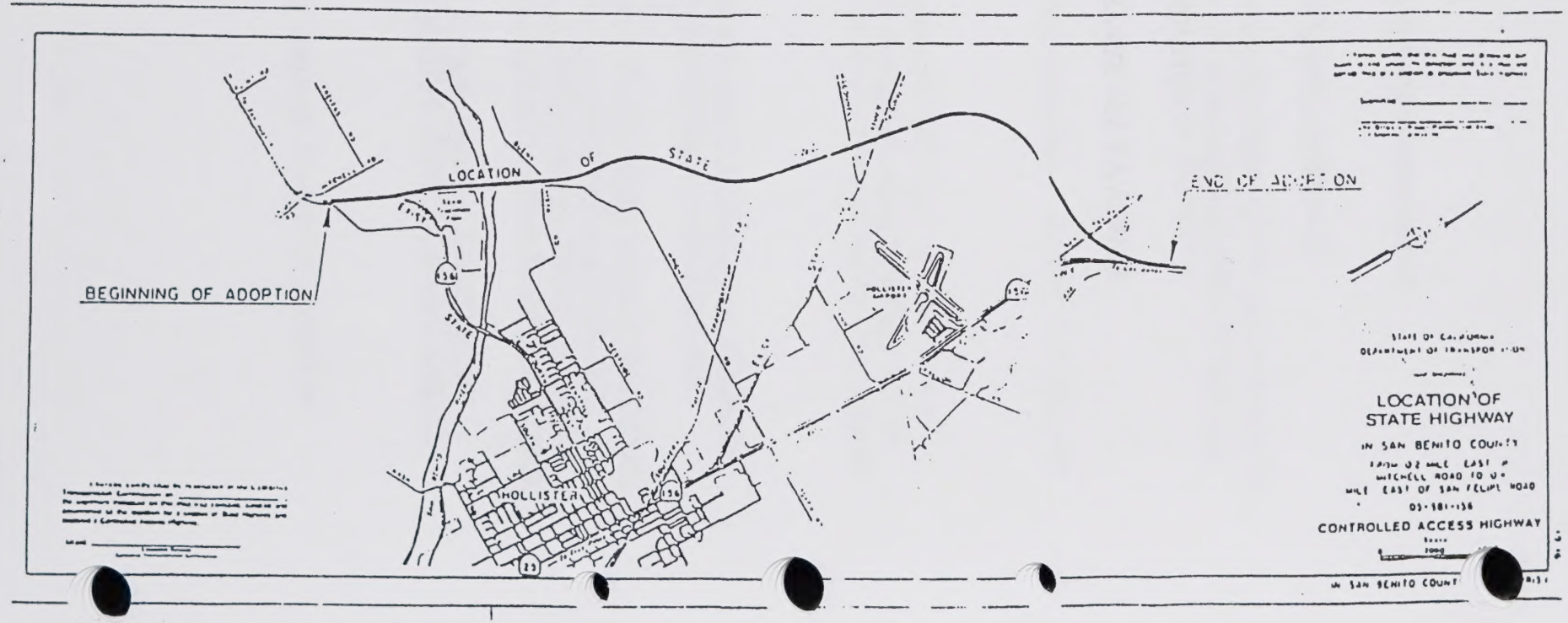
Amend the Transportation Element to include Appendix C which is identical to Attachment B.

APPENDIX C

HIGHWAY 156 BYPASS ALIGNMENT

HIGHWAY 156 BYPASS CONTROLLED ACCESS ALIGNMENT

(Note: Detailed map of alignment may be reviewed at County Planning Dept.)



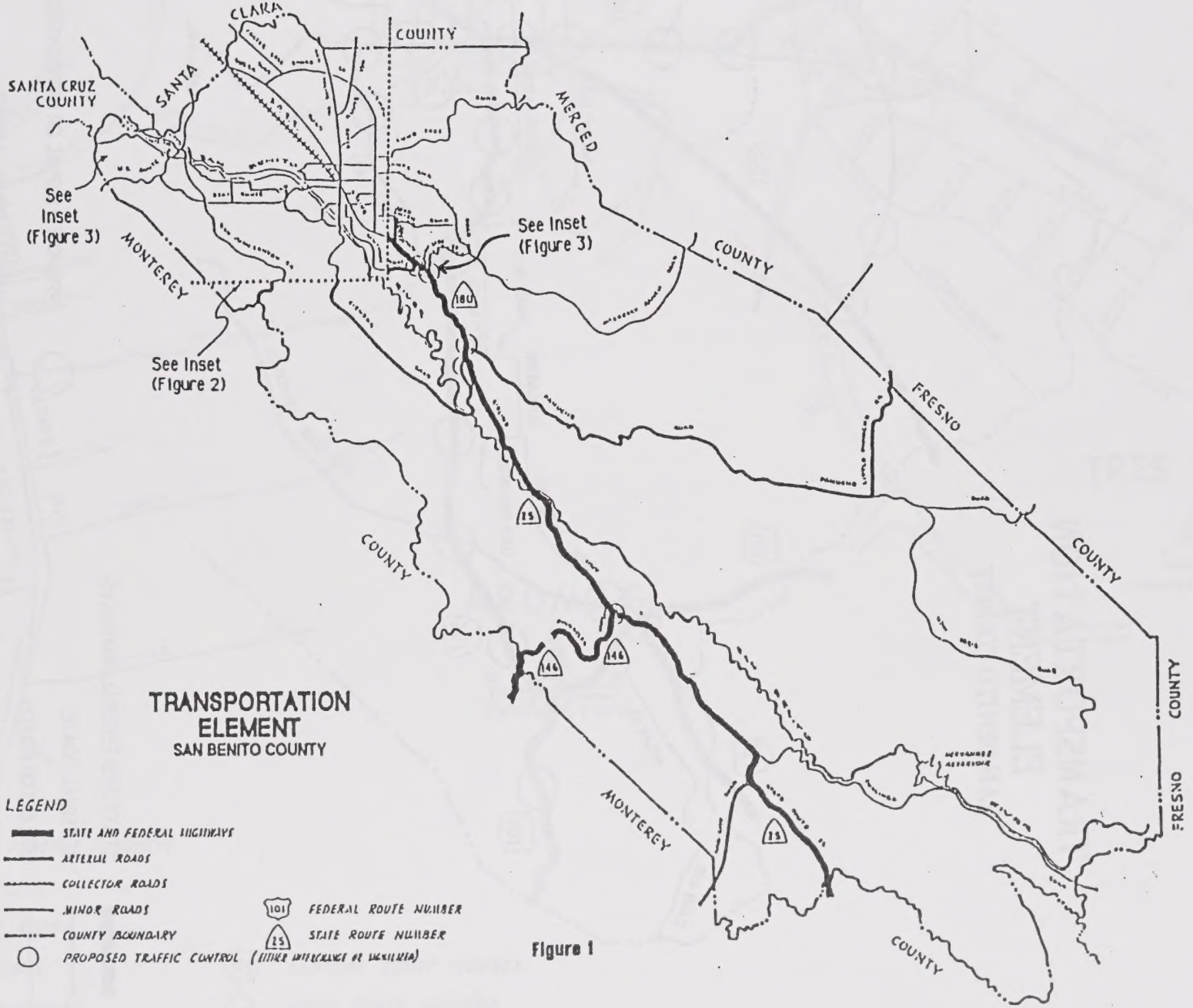
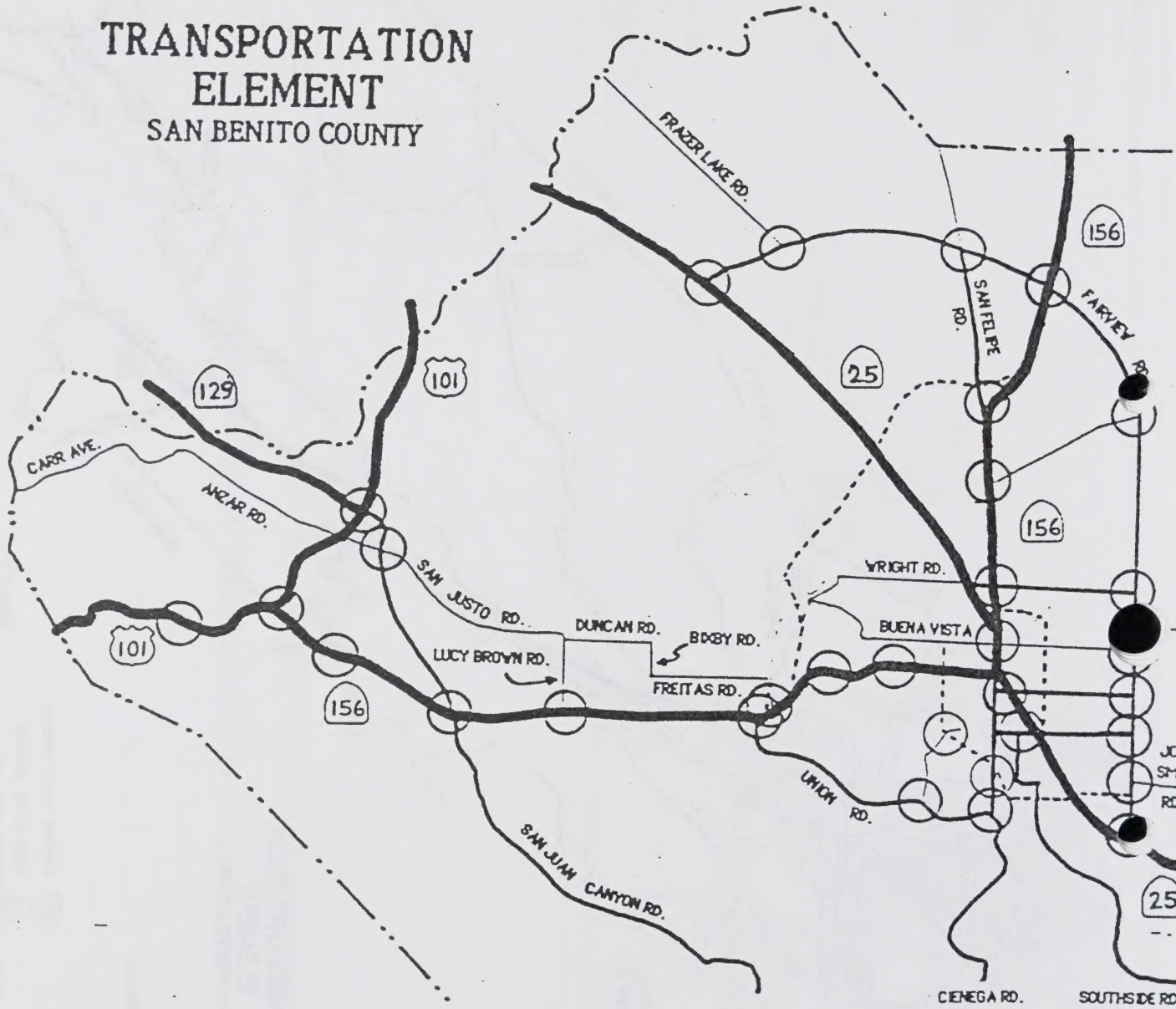

CLARA
COUNTY
SANTA CRUZ COUNTY
SANTA
MERCED
See Inset (Figure 3)
See Inset (Figure 3)
COUNTY
MONTEREY
See Inset (Figure 2)
FRESNO
COUNTY
COUNTY
COUNTY
FRESNO COUNTY
MONTEREY
COUNTY
TRANSPORTATION ELEMENT
SAN BENITO COUNTY
LEGEND
STATE AND FEDERAL HIGHWAYS
ARTERIAL ROADS
COLLECTOR ROADS
MINOR ROADS
COUNTY BOUNDARY
PROPOSED TRAFFIC CONTROL (EITHER INTERCHANGE OR SIGNALIZED)
101 FEDERAL ROUTE NUMBER
25 STATE ROUTE NUMBER

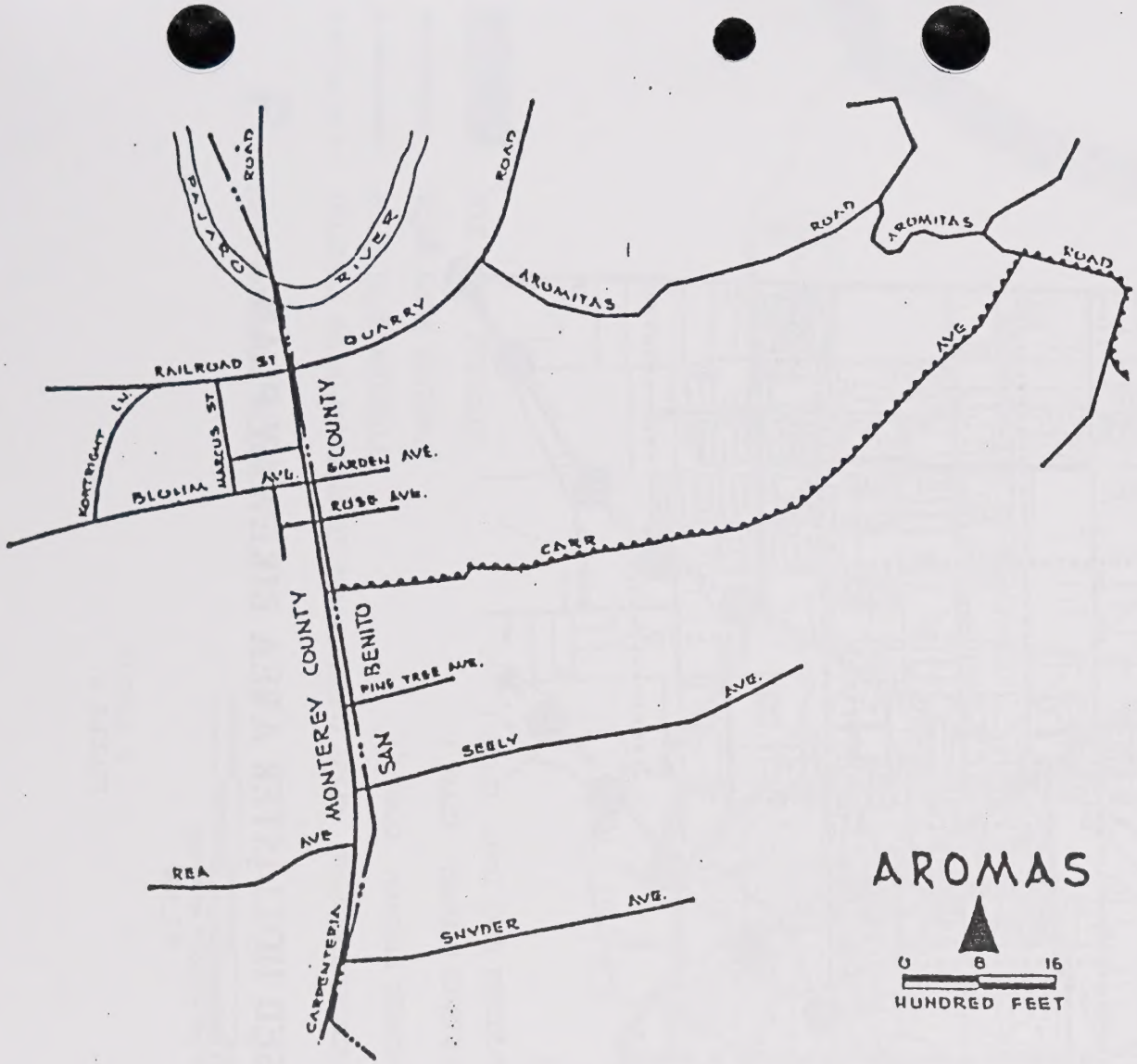
Figure 1

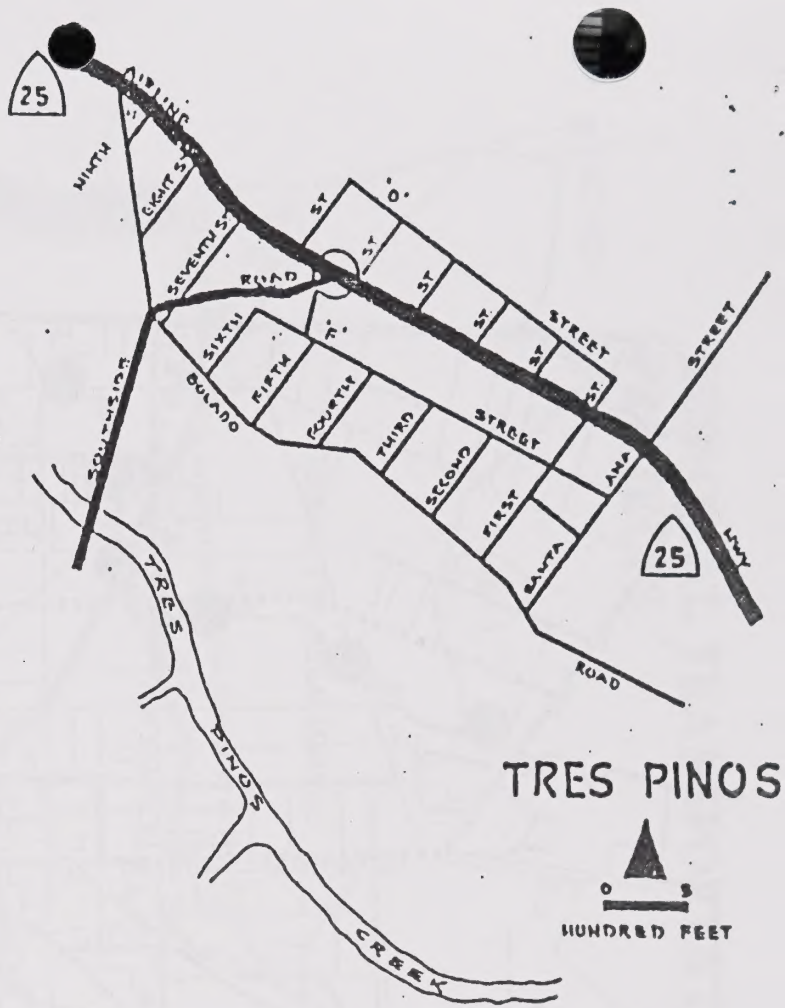
TRANSPORTATION ELEMENT
SAN BENITO COUNTY



- STATE AND FEDERAL HIGHWAYS
- ARTERIAL ROADS
- COLLECTOR ROADS
- PROPOSED FREEWAY OR PARKWAY
- COUNTY BOUNDARY
- PROPOSED SIGNAL OR INTERCHANGE
- FEDERAL ROUTE NUMBER
- STATE ROUTE NUMBER

Figure 2





LEGEND

- STATE AND FEDERAL HIGHWAYS
- ARTERIAL ROADS
- COLLECTOR ROADS
- MINOR ROADS
- COUNTY BOUNDARY
- PROPOSED TRAFFIC CONTROL (EITHER INTERCHANGE OR SIGNALIZED)
- 101 FEDERAL ROUTE NUMBER
- 25 STATE ROUTE NUMBER

FIGURE 3

PROPOSED HOLLISTER AREA BIKEWAY PLAN

SOURCE: SAN BENITO COUNTY DRAFT HOLLISTER BIKEWAY PLAN
CITY OF HOLLISTER PARKS AND RECREATION MASTER PLAN

FIGURE 4

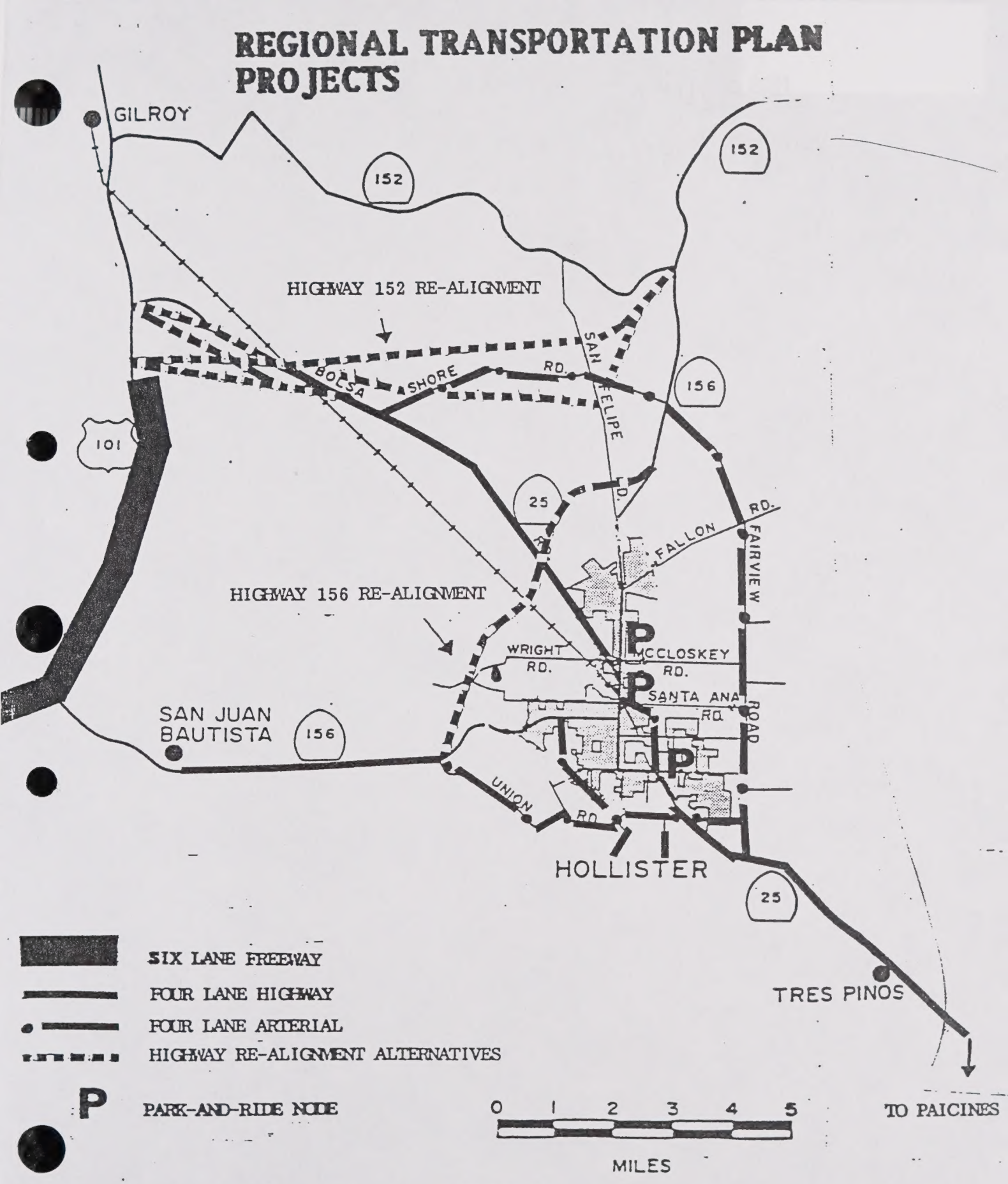

REGIONAL TRANSPORTATION PLAN PROJECTS
GILROY
152
152
HIGHWAY 152 RE-ALIGNMENT
SAN FELIPE RD.
BOLSA
SHORE
RD.
156
101
25
RD.
FALLON
RD.
FAIRVIEW
HIGHWAY 156 RE-ALIGNMENT
WRIGHT RD.
MCCLOSKEY RD.
SANTA ANA RD.
ROAD
SAN JUAN BAUTISTA
156
UNION
RD.
HOLLISTER
25
TRES PINOS
SIX LANE FREEWAY
FOUR LANE HIGHWAY
FOUR LANE ARTERIAL
HIGHWAY RE-ALIGNMENT ALTERNATIVES
P
PARK-AND-RIDE NODE
0 1 2 3 4 5
MILES
TO PAICINES

FIGURE 6

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G E, LLP
O.M./H.D.

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